

THE WEATHER.
Unsettled with rain tonight
and probably Wednesday. Cool-
er tonight.

The Paducah Sun.

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PADUCAH KENTUCKY. TUESDAY EVENING, OCTOBER 31, 1905.

10 CENTS PER WEEK.

FREEDOM AT LAST COMES TO THE OPPRESSED PEOPLE OF THE CZAR

THE CZAR CONCEDES LAW MAKING POWER

Romanoff Dynasty Ends and Witte is Made Premier and Becomes Man of Hour.

LAWS HEREAFTER BE MADE BY PEOPLE IN LEGISLATIVE ASSEMBLY

The Uprising Suppressed and Strikes Declared Off and Jubilant People Parade Streets.

St. Petersburg, Oct. 31.—The text of the imperial manifesto was published last night.

It expresses great sorrow on account of the present troubles and agitation. It said:

"The happiness of the Russian sovereign is indissolubly bound up with happiness of our people and sorrow of our people is sorrow of sovereign. From the present disorders may arise a great national disruption. They menace integrity and unity of our empire.

The emperor sets forth his plan of government as follows, and appeals to the people to assist in restoring order and promises to use every means at his command to carry out plan:

"First—To extend to the population immutable foundations of civil liberty, based on real inviolability of persons, freedom of conscience, speech, union and association.

"Second—Without suspending the already ordered election to state Duma, to invite to participate in the Duma, as far as limited time before convocation of Duma will permit those classes of population now completely deprived of electoral rights, leaving the ultimate development of principle of electoral rights in general to the newly established legislative order of things.

"Third—To establish as an unchangeable rule that no law shall be enforced without approval of the state Duma and that it shall be impossible for the elected of the people to exercise real participation in supervision of legality of acts of authorities appointed by us."

Joy at Odessa.

Odessa, Oct. 31.—The news of the czar's manifesto was received early this morning with great demonstrations and wild enthusiasm and work was completely suspended. Soldiers and policemen joined in the demonstrations, and the strike ended immediately.

Strike Off at Moscow.

Moscow, Oct. 31.—The strike committee has ordered all working men to return to work, and telegraphic communication will be re-established.

All Railroads Resuming.

St. Petersburg, Oct. 31.—Railroads are resuming operations and fifty thousand passengers who were stranded in various parts of the country, owing to the strike, are now being sent to their destinations.

Crowds Were Jubilant.

St. Petersburg, Oct. 31.—The streets were filled all night by jubilant crowds rejoicing over the czar's manifesto. Several thousand marched to Ploshchadnostel, the Procurator of the Holy Synod, and hissed him, loudly shouting, "Down with the enemy of liberty."

Fleet Not in Mutiny.

St. Petersburg, Oct. 31.—There appears to be no foundation for the rumor of mutiny on the vessels of the Black Sea Fleet, which are in circulation in Odessa and which have been industriously propagated by the strikers here for several days.

Relief for Political Prisoners.

St. Petersburg, Oct. 31.—Count Witte promises immediate relief to

all political prisoners except those dangerous to the public peace.

Meetings in Finland.

Helsingfors, Oct. 31.—Meetings are being held throughout Finland demanding the calling together of the Landtag to replace the domestic government with trustworthy Finlanders. The theaters, banks, schools and shops are closed and the newspapers' union is uncensored.

Trouble Ahead For Witte.

St. Petersburg, Oct. 31.—The czar arrived at the Winter Palace today. The only paper published this morning was the official Messenger. Many radicals express their suspicion of Witte, declaring that he is little more than a liberal bureaucrat, and opposed to universal suffrage. It is believed that friction will result between Witte and the more liberal element.

Russians Given Freedom.

St. Petersburg, Oct. 31.—"I am sure American people, who understand what freedom is, and the American press, which voices the wishes of the people, will rejoice with the friendly Russian nation at this moment, when Russian people have received from his imperial majesty promises and guarantees of freedom, and will join in the hope that Russian people with the government for their peaceful introduction. Only thus will it be possible to secure full benefits of freedom conferred upon the people."

Count Witte, Russia's first premier, last night sent the above message to the American people. He had just arrived at his residence on Kammeniovrow Prospect in Peterhof, where the emperor two hours before had given his final approval to the manifesto and to the program which will forever end the rule of absolutism exercised by him and his Romanoff ancestors for three hundred years.

A simple perusal of the manifesto shows how complete is the emperor's abdication of his autocratic power.

The very style of the document is clear and direct and devoid of verbose, vague and bombastic phraseology which heretofore has characterized his majesty's manifestos.

It not only betrays real authorship, but shows that the emperor at last has irrevocably bowed to the inevitable.

He does not even conceal the fact that discontent and agitation of his subjects has driven him to take the step and practically yields everything—civil liberty, the inviolability of person, and liberty of conscience, speech and assembly.

He not only converts the farcical imperial Duma, with only consultative power, into an absolute legislative assembly without assent of which no measure shall become a law and before which all governmental authorities must answer, but

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STORY DOUBTED.

About Admiral Train Being Attacked By Chinese.

Washington, D. C., Oct. 31.—The navy department has received two cablegrams from Admiral Train, at Shanghai, and no mention of an attack by a Chinese mob. Officials are disposed to discredit the story of yesterday.

RAILWAY WRECKS KILLED TWENTY

Some Horrible Scenes in the Santa Fe Disaster.

Thirteen in All Killed—One Man's Foot Pinned in a Hot Stove and Slowly Roasted.

AND ONE FREIGHT WRECK

Kansas City, Oct. 31.—Thirteen persons were killed and thirty injured in the wreck on the Atchison, Topeka and Santa Fe passenger train, known as the California Express, which while running at 35 miles an hour, struck a loose rail, ditching five cars, one mile east of Blue River.

The wreck occurred on a curve where the jagged rock walls on each side of the track form a bluff almost a hundred feet high.

The engine was going so rapidly it passed the loose rail in safety. The mail car, immediately behind, jumped the track and struck the side of the bluff and four cars following, ploughed through it and shot against the high stone wall opposite.

The sides of the coaches were torn off by scraping against the wall and the passengers and the trainmen were ground against the wall and were either killed outright or badly hurt.

The smoking car split the baggage car ahead of it just below the floor line, and the baggage car when it stopped was on top of what was left of the smoker.

None of the passengers in the car which remained on the track were hurt.

In many instances it was necessary to dig under the debris to extricate the unfortunate victims.

T. D. Whitmore in the smoker had been pinned against a hot stove with one foot in the stove suffering untold agony as his foot was slowly burning by live coals.

This was one of the many agonizing scenes witnessed by the rescuers.

The dead were taken in charge by coroner and brought to local morgues. The dead:

J. B. WHITMORE, Carrollton, Mo.

ROY STAFFORD, Cleveland.

LEE D. MONTGOMERY, Linneus, Mo.

JAMES SEYMOUR, Richmond, Mo.

JOHN M'GREGOR, engineer, Fort Madison, Iowa.

MAX SCHEIDER, New York.

J. F. CAPPS, baggage man, Chicago.

CARL EMIL TORAN, immigrant.

ROMASTISIO PECCI, immigrant.

POMERIO ROCCO, immigrant.

ADRIAN PRATTEUT, immigrant.

LUTHER RICHARDSON, colored waiter, Chicago.

WILLIAM HARRISON, colored porter, Chicago.

ONE UNKNOWN MAN.

Freight Train Wreck.

Des Moines, Ia., Oct. 31.—In a head-on collision last evening between freight trains on the Rock Island railroad at Casey, Iowa, the following were killed:

FIREMAN ED NELSON.

ENGINEER BERT SCHIELDS.

FIREMAN WM. MARSHALL.

BRAKEMAN FRANK JONES, all of Valley Junction, Iowa.

REV. F. M. CALDWELL, of Vanmeter, Iowa.

The injured:

Conductor Reynolds, of Valley Junction, Iowa, on freight No. 85.

Conductor Caskey, of Valley Junction, Iowa, on freight 96.

Engineer Lumsden, engineer on No. 96, jumped from the cab of his engine.

The collision was between freight train No. 85, west bound, and section two of east bound train No. 96.

Eighty-five had orders to wait at Menlo, east of Casey, for train 96. The conductor of train 85, is said to be to blame.

The firemen killed were all on engines.

Rev. Caldwell was riding in the

POLICE BELIEVE A WOMAN GUILTY

Of Cutting Up the Body of Miss Geary.

Morris Nathan Has Told All He Knows and Is On the Verge of Collapse.

A WOMAN IS IN THE CASE

Pittsburg, Oct. 31.—It is the firm conviction of every one who is in touch with the case that while a charge of murder has been lodged against Morris Nathan, secretary to the manager of the "Shepherd King" company, in connection with the Winthrop suit case mystery, he is not the principal in the affair and is held because it is believed he can throw more light on the crime than anyone else.

It is known that Nathan admitted that he was intimate with Miss Geary and in his statement he implicated a woman who he says, conducted a maternity home in Tremont street, Boston.

The Boston police were immediately notified by McQuaide and they started out in search of the woman.

Nathan stated to the police officials that he was not aware of the girl's condition. He declares that they were to have been married. He said he overheard a conversation between Miss Geary and two girls who were appearing at the parks in Hartford, in which one of the girls advised Miss Geary to go to the Tremont street house for treatment. Nathan said he was not responsible for Miss Geary going to a hospital.

That the crime was done by a woman is the belief of the police officials. No hardened criminal, they said, would have disposed of the body by cutting it up and packing it in a suit case and then allowing the case to float.

Furthermore, the leaving of the rings on the fingers is an indication that the crime was committed by a person unaccustomed to crime.

The authorities appear to believe that Nathan was unaware of the murder of the girl and that he had no part in that crime, but they seem to think that he is responsible for her receiving treatment.

Nathan is on the verge of collapse. Nathan's story of having last seen the murdered girl at the subway station at Boylston and Tremont streets, Boston, on the night of Sept. 9, is borne out by several members of the company. He had constantly been with the company and returned to Boston twice, and made a visit to Providence, R. I., in search of the girl.

THOROUGH INVESTIGATION

Of the Boston Suit Case Mystery is Now On.

Pittsburg, Oct. 31.—A thorough investigation of the Boston suit case murder was commenced this morning with the arrival of two Boston officers. Efforts will be concentrated to ascertain why Nathan brooded, and what was the physical condition of Miss Geary when last seen in Nathan's company.

Nathan Confesses.

Pittsburg, Oct. 31.—It is rumored that Nathan has made a complete confession of the entire circumstances of the murder of Miss Geary and that his testimony will create a surprise.

caboose of train 85.

Two Killed Here.

Winnipeg, Man., Oct. 31.—An accident resulting in the loss of two lives occurred on the main line of the Canadian Pacific railroad at Dinorwic.

A special immigration train had stopped for water at Dinorwic when another freight train from the east dashed into the rear of the passenger train, instantly killing two women, injuring five others and setting the passenger coaches on fire.

Three coaches were burned to ashes.

FRISCO IS COMING TO PADUCAH SOON

Prominent Officials Were Here Yesterday to Look Over the Ground and Decide.

WILL CONNECT WITH THE N. C. & St. L. HERE AND GET A LINE TO NASHVILLE

It is Understood the Road Will Cross to Kentucky From Joppa and Build to Paducah.

Beyond any doubt Paducah is to have a new railroad. It will be the Frisco, which some time ago acquired the Chicago & Eastern Illinois, which now extends to Joppa, where the road has an incline.

Yesterday afternoon a visit was paid to our city by the officials of the Frisco railway system. The party included:

Mr. A. J. Davidson, president.

Mr. H. I. Miller, second vice-president.

Mr. A. S. Dodge, third vice-president.

Mr. A. Hilton, general passenger agent of Frisco System.

Mr. Nettleton, superintendent of motive power and machinery.

Mr. C. H. Trenary, superintendent of the road.

Mr. S. J. Cook, general freight agent.

For some time the Commercial club has been trying to have President Davidson visit Paducah, and they were notified that he would arrive at Joppa yesterday at noon. A launch was obtained and a committee proceeded to Joppa to meet the railroad officials. This committee was composed of the following gentlemen:

A. J. Decker, president of the Commercial club.

D. W. Coons, secretary of the Commercial club.

O. L. Gregory, W. P. Hummel, Capt. Bernard Weille.

They met the railroad officials at 2 o'clock in Joppa and proceeded by steamer to Paducah, where automobiles were in waiting to show the gentlemen over the city, which was done in a very effective manner. The party embarked on the steamer at 7 o'clock returning to Joppa where their private car was waiting for them and from which point they proceeded on east. This visit of these high officials is considered one of the most important visits by railroad men to our city for a long time, and their visit is due to the untiring efforts of the Commercial club to interest this road in Paducah. The visitors met with a royal welcome and were sent away well pleased with their visit and surprised at the importance and magnitude of our city and business interests.

These officials will make another visit to Paducah. It is not decided whether they will come to Paducah by water or cross at Joppa and come up by rail. If the arrangement is made it will give the Frisco an inlet to Nashville, Tenn., and the road is competing with the Illinois Central.

From authentic information it was learned this afternoon that the Frisco will come up to Paducah on this side of the river. The transfer by water does not suit the officials of the company and they have intimated

that they will cross at Joppa, Ill., and transfer there. From opposite Joppa the road will build to Paducah, connecting with the N. C. & St. L., which will give that line an inlet to Nashville, Tenn., in opposition to the Illinois Central and L. & N.

If the deal goes through, and a Sun reporter learned this afternoon, that it probably would, it will be a great thing for this city. It is possible that a terminal will be established. It is possible also that shops will be built here. This means something, for this, one of the biggest roads in the country, is looking for a southern terminal.

There have been reports that the Frisco would never cross at Joppa because in low water the sand bars showed up too high which would interfere with the transfer boats. These railroad officials have investigated and had the river surveyed across from Joppa and found that they can cross there with transfers without any interference of sandbars.

As Joppa is low it will be a necessity to erect a trestle work out to the hills back of the river bank, but it will be less than a mile long, and this is proposed.

There is no doubt that the Frisco is coming to Paducah and cross at Joppa with transfers and it will be a big thing for this city.

COMPANIES TO INCORPORATE HERE TOMORROW.

A telegram this afternoon from Boston states that tomorrow the two new companies formed after the sale of the public properties, will be incorporated in Paducah.

They are the Paducah Traction company and the Paducah Light and Power company.

There will be fifteen directors in each, and five of these will be Paducahans, as follows: Messrs Jos. L. Friedman, George C. Thompson, W. F. Paxton, Jas. C. Utterback and George C. Wallace.

ALL IN GOOD HEALTH.

Is the News Received From a Polar Expedition.

Christiana, Oct. 31.—News has been received from Captain Amundsen, who left for the pole in June, 1903. Amundsen sent a message from King William Island that all the party is well and he expects to return to San Francisco the present autumn.

A Cereal Mill For Paducah is One of Concerns That Will Soon Locate Here

Paducah is in a position to have one of the largest cereal mills in the country. At present the Commercial and Manufacturers' club is not in a position to give out any information. It is a large mill and will employ not less than 100 people.

The concern makes all kinds of cereals, such as oatmeal, rolled oats, corn meal, etc. It is an institution

that will be a benefit to the city. Gradually Paducah is becoming a fine market for corn and this fact is getting known through the efforts of Secretary D. W. Coons, of the Commercial club, and there is no doubt but that soon there will be a cereal mill here. The owner was in the city a few days ago and has gone to Memphis and Cairo.